

PROPOSED STUDY LIST ADDITIONS

Building 5, Overhaul and Repair Shops

Navy research showed that the modifications and alterations were constructed during the period of significance and that this building does retain its integrity. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District for two reasons: It contributes “to the NAS overall purpose and wartime effort,” and “to the Moderne style architectural character of the district.”

Built in 1940.



(Proposed Study List criteria HS, rating N)

Building 10, Power plant

Although it was enlarged in 1945 it retains historic integrity related to the period of significance. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District because its function was “crucial,” its location “highlights the design and organization of the station, and its expansion reflects the growth and adaptation of NAS during World War II.”

Built in 1940.



(Proposed Study List criteria HS, rating N)

Buildings 11 and 12, Seaplane Hangars

Built in 1940.

Building 11 and 12 have three remaining facades intact, the interior exposed structure is intact, and half of their fourth facade is intact (now interior walls facing building 400). Thus both of these seaplane hangars retain the integrity necessary to be Contributors to the district. It is clear that the district would lose a part of its seaplane activities integrity if these two buildings were absent. Buildings 11 and 12 are essential in completing an unbroken row of seaplane hangars facing the Seaplane Lagoon and its taxiways. The regular and rhythmic sequence of hangars fronting the waterway is a significant vista within the NAS. It dramatically illustrates the relationships among land, sea, and air that help define the purpose of the NAS. The space between the two hangars was filled in with Building 400 in 1952. This report does not propose adding that building to the Study List.

(Proposed Study List criteria HS and DI, rating S and E)



Building 15, Boathouse

Built in 1940.



The Boathouse is a two-story concrete building with a one story south side wing; metal sash, and flat roof, The Boathouse was built to house the utility, crash, and rescue boats that tended NAS seaplanes. While minor alterations were made in 1989, the building possesses high integrity. Its significance is based on the essential service it provided to the NAS's mission. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District because of its "importance to waterfront operations," and the architectural contribution of its industrial design, siting, and layout. (see 64 below) (Proposed Study List criteria HS, rating N)

Building 19, Flight Control Tower

The Flight Control Tower varies in height from one to four stories. It is distinguished by horizontal bands of metal frame windows and a four-story tower with canted windows. A number of additions and alterations over the years have been made on side or rear elevations, leaving the character-defining features of the original building clear. The Tower controlled air traffic coming into and leaving the base. Its historical significance and symbolic nature override some loss of integrity. It is also the only strong vertical element remaining on the NAS and an important visual landmark. (Proposed Study List criteria HS and DI, rating S and E)

Built in 1941.



Building 35, Radio Transmitter Building

Within the era of significance. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District for three reasons: "important communication functions during World War II," evolution of the NAS layout and design, and its contribution to the architectural character of the historic district with its Moderne style elements." (Proposed Study List criteria HS rating N)

Built in 1940 & enlarged in 1942-43.



Building 64, Shore Intermediate

Built in 1941.

Maintenance Activity (SIMA) Diving Locker

This two-story concrete building appears unaltered, with original flat roof and metal sash windows. Working from the Diving Locker, divers performed underwater inspections, cleaned hulls, and made repairs on ships still in the water, rather than taking them out of service and putting them into a shipyard or dry dock, a significant time savings. This building's significance is based on the essential service it provided to the NAS's mission. Navy Evaluation Report 9.27.2010 recommended it be added to the NAS Alameda Historic District because of its "importance to waterfront operations," and its architectural contribution as shown by its industrial design, siting, and layout. (see 15 above) (Proposed Study List criteria HS, rating N)



Building 78, WAVES Barracks,

Built in 1942.

The WAVES Barracks is a two-story, wood-frame building with a gable roof and an H-plan. It has high integrity. The WAVES ("Women Accepted for Volunteer Emergency Service") performed essential roles in the Navy and their work released male naval personnel for sea duty. WAVES served in a wide range of occupations, such as in communications, intelligence, science, technology, medical professions, as well as in traditional secretarial and clerical roles. Building 78 represents the women who



(Proposed Study List criteria HS, rating S)

contributed toward the war effort, and should be considered worthy of addition for its historical associations, as well as for its distinction as a now rare example of a typical military building type. The historic legacy of the Alameda Naval Air Station is preserved at the Alameda Naval Air Museum in the former Air Terminal Building #77. It features archival materials, photographs and stories of the war workers of World War II up to the closing of the base in 1997. Two women who were instrumental in founding the museum are Marilyn York and Barbara Baack. They are strongly in favor of recognizing WAVES contributions to the war effort both nationally and at the NAS. Both women support honoring the women who served by designating the building where they lived as having historic merit.

Quonset –ARMCO Huts

The Quonset Hut is as much a construction concept as a style. Its piquant half-cylinder shape gives it visual distinction, and its construction—both strong and quick—made it ideal for military purposes. These small buildings were clad in corrugated sheet metal that was bolted to the curved steel ribs to form both walls and roof, with simple metal frame windows. A major producer of these temporary structures was the American Rolling Mill Company (ARMCO).

Building 194, Quonset –ARMCO Hut

Building 194 is an 852 square foot structure on a concrete foundation. The east side has double metal doors. Two tall vents pierce the roof, and the north side is enclosed by a fence. Its original purpose was Public Works Storage, a use that continues today. (Proposed Study List criteria HS, rating S)

Built circa 1945.



Building 273, Quonset –ARMCO Hut

This hut nestles in the shadow of Seaplane Hangar 41, near the Naval Air Museum. It is an 11 foot high 852 square foot structure on a concrete foundation. It has a sliding metal door on the north and a louvered vent in the arch. The south end has a pair of hinged doors with a vent in the arch above. Two more vents are located in the lower edge of the long side. It was originally intended for storage, and through the years has been used for liquid oxygen and nitrogen and for shops for airframes and aircraft maintenance.

(Proposed Study List criteria HS, rating S)

Built in 1945.



Seaplane Lagoon and Environs

Seaplane Lagoon

The seaplane lagoon and other elements in this category are significant for their role in supporting seaplane operations and association with the development of NAS Alameda and its role in Pacific theater naval operations during World War II. It is also a significant component of the NAS overall design and layout. Navy Evaluation Report 9.27.2010 recommended this group be added as a contributing element of the NAS Alameda Historic District.

(Proposed Study List criteria HS, rating N)

Building 200648, Bulkhead

Navy Evaluation Report 9.27.2010 recommended it be added as a contributing element of the NAS Alameda Historic District.

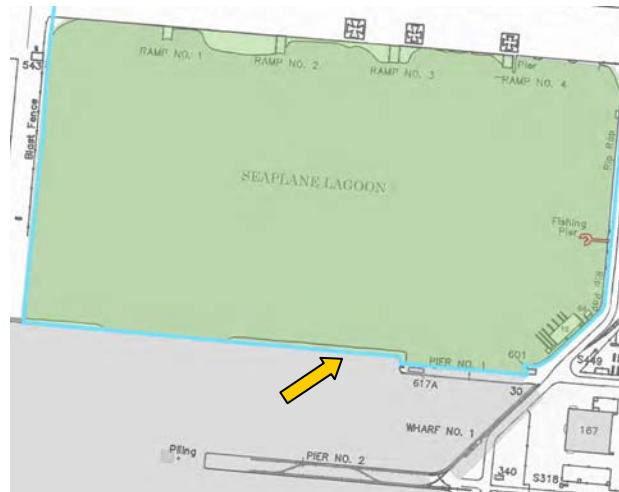
(Proposed Study List criteria HS, rating N)

Building 200650, Jetty

Built in 1940.



Built in 1938.



Built in 1939.

Navy Evaluation Report 9.27.2010 recommended it be added as a contributing element of the NAS Alameda Historic District.



(Proposed Study List criteria HS, rating N)

Seaplane Ramps 1,2,3 and 4

Navy Evaluation Report 9.27.2010 recommended they be added as contributing elements of the NAS Alameda Historic District.

#1,2 & 4 built in 1940 and 3 in 1941.



(Proposed Study List criteria HS, rating N)

APPURTENANCES

Airplane on pylon, Main Gate

This A-4 Skyhawk was designed by Ed Heinemann and manufactured by Douglas Aircraft Corp. The A-4 was used by the Navy from 1956 on; production ended in 1979. The design is considered a classic, because its small size did not require folding wings to fit on an aircraft carrier. The A-4 formerly at the Main Gate is Navy Bureau Number 142200, is one of an initial batch of 166 built for fleet service. It was converted to an A-4B configuration in 1959. It was removed from active flying status, and installed on a pylon in 1969. Owned by the U.S. Navy, Naval Inventory Control Point, Philadelphia; administered by Ms. Helen Watson, Naval Aviation Museum,

Built ca 1956.



Pensacola, Florida. It was removed for repairs by volunteers in 2010.
(Proposed Study List criteria ES, rating E)

Airplane on pylon, East Gate

The A-7 Corsair II was designed and constructed by Ling-Temco-Vought and selected by the Navy in 1963 to replace the A-4. The A-7 formerly at the East Gate is the second A-7B manufactured, and probably the oldest example in existence, Navy Bureau Number 154362. It was removed from active flying status in 1986, and mounted on a pylon in 1987. Owned by the U.S. Navy, Naval Inventory Control Point, Philadelphia; administered by Ms. Helen Watson, Naval Aviation Museum, Pensacola, Florida. It was damaged in 2008 and is currently being renovated by volunteers.

(Proposed Study List criteria ES, rating E)

Built ca 1963.



Anchors (two) on either side of the main entrance to Building 1, currently City Hall West. Owned by the Navy and on loan to the NAS.
(Proposed Study List criteria ES, rating E)



Flagpole in front of Building 1. On the base of the flagpole is a small plaque dedicating it to Robert LaGrone, assistant First Deputy City Manager when the NAS was decommissioned. The flagpole was installed in 1941.



(Proposed Study List criteria ES, rating E)

Plaque marking the location of the Base Closure Time Capsule

Emplaued in 1997.

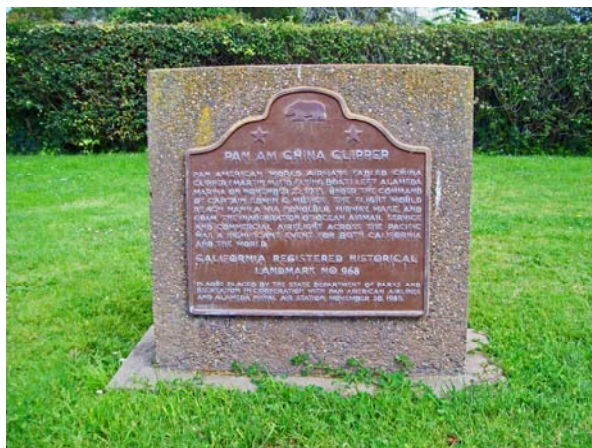
(Proposed Study List criteria ES, rating E)



Emplacued in 1985.

Plaque commemorating the flight of the Trans American Airlines China Clipper

This appurtenance is no. 968 on the California State Register of Historical Resources. Alameda Airport (buried underneath the runways at NAS) was the base for the first transoceanic airmail and passenger service. Pan American Airways ran its Clippers from there from 1935 until 1939 when the fleet was moved to Treasure Island. The first “flying boat” was fondly called “The China Clipper,” a nickname then applied to all such airplanes. These planes and their flights made aviation history; the site of their first departure at Alameda Airport is listed as number 968 on the list of California Historic Landmarks.



(Proposed Study List criteria HS, rating S)

Plaque commemorating the terminus of the Transcontinental Railroad

The country rejoiced in 1869 when for the first time the United States was linked by one railroad. The location of the western terminus of the line caused much controversy, with San Jose, Oakland and San Francisco all vying to be the end point of the train line. Finally Oakland was designated; however its construction was delayed so Alameda was the initial terminus of the line for two months and two days (September 6- November 8, 1869) until the Oakland pier was finished. In Alameda the trains “borrowed” A. A. Cohen’s tracks that ran down the middle of Railroad Avenue, later renamed in honor of

Emplacued in 1952.



President Lincoln. There are two plaques commemorating Alameda as the transcontinental terminus, this one at the NAS and another one on a bench at the corner of Webster Street and Lincoln Avenue. Confusingly, both plaques are listed as California Historic Landmark number 440.

(Proposed Study List criteria HS, rating S)

Salute Guns, next to the Flight Control Tower: These three guns sounded the 21 gun salute to greet visiting dignitaries. Owned by the Navy and on loan to the NAS. The salute guns were installed in this location in the 1950s.



(Proposed Study List criteria AS, rating N)

Statues associated with the Bachelor Enlisted Quarters: Four cast concrete statues. Two depict eagles; they are located at either end of the Mess Hall of the BEQ. The other two depict the mythical Pegasus and are located at the easternmost ends of the BEQ wings. (Proposed Study List criteria TBD) rating TBD)



